

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
REGULAR MEETING  
THURSDAY, MAY 20, 2004  
CITY HALL – KIVA  
3939 Drinkwater Boulevard, Scottsdale, Arizona 85251

Present: Vice-Chair Mark Gilliland  
Commissioner David Hill  
Commissioner Vivian Johnson  
Commissioner Kelly McCall  
Chairman Mark Melnychenko

Absent: Commissioner Michael Bruz  
Commissioner Brian Davis

Staff Present: Rose Arballo  
Harriett Fortner  
Dave Meinhart  
Mary O'Connor  
Paul Porell

Other Staff: Michelle Korf

**CHAIRMAN MELNYCHENKO CALLED THE REGULAR MEETING TO ORDER AT 6:00 P.M.**

**1. SECRETARY FORTNER CALLED THE ROLL**

**2. APPROVAL OF MINUTES OF APRIL 15, 2004**

**COMMISSIONER MCCALL MOVED TO APPROVE THE TRANSPORTATION COMMISSION REGULAR MINUTES OF APRIL 15, 2004. COMMISSIONER HILL SECONDED THE MOTION WHICH CARRIED UNANIMOUSLY 5-0.**

**3. ELECTION OF TRANSPORTATION CHAIR AND VICE-CHAIR**

**CHAIRMAN MELNYCHENKO STATED THE RESULTS OF THE NOMINATING COMMITTEE FOR THE NEW COMMISSION CHAIR WAS MARK GILLILAND. COMMISSIONER JOHNSON NOMINATED MARK GILLILAND FOR CHAIRMAN OF THE TRANSPORTATION COMMISSION. COMMISSIONER MCCALL SECONDED THE MOTION WHICH CARRIED UNANIMOUSLY. VICE CHAIR GILLILAND ACCEPTED THE NOMINATION. A NEW VICE CHAIR WILL BE ELECTED AT NEXT MONTH'S MEETING.**

**4. ITEMS FROM THE FLOOR**

None.

**5. DOWNTOWN ART SHELTER CONCEPT**

Michelle Korf, Deputy Director of The Downtown Group, stated her charge is to focus on the city's cultural and arts program and is asking tonight for feedback and comments on an artist designed bus shelter that is planned for four locations downtown:

1. Westbound Camelback Road just west of Scottsdale Road.
2. Southbound Scottsdale Road near the Fashion Square entrance.
3. Westbound Camelback Road near 68<sup>th</sup> Street at Wells Fargo Bank.
4. Northbound Scottsdale Road just north of Indian School Road.

The local artist, Kevin Berry, has been working with the city on several projects. He has designed other bus shelters in the downtown area and provided this concept to be taken to the public for review and comment. The shelter is designed to be adjustable to fit the site; if it needs to be long for a stop that is particularly busy it can be lengthened, and if there are site constrictions and it needs to be shortened, some of the rib structures can be removed.

Commissioner Johnson asked if the shelter would have lights and Ms. Korf stated it was not designed to have lights, but the shelters will be located in well-lit locations. Commissioner Johnson asked if there was an area where signage could be placed so citizens would have access to bus schedules. Ms. Korf stated she could work with the Transportation Department about locating schedules and maps at the bus stops. Commissioner Johnson asked if the shelter would have misters and Ms. Korf stated no. Commissioner Johnson asked if it was just like a piece of art. Ms. Korf stated the shelter is more than just art; it is intended to be a functional bus stop. It provides seating, shade, a trash receptacle and a place to lock up your bicycle and ride the bus. Commissioner Johnson stated it does not look like it provides much shade. Ms. Korf stated a portion of the shelter is covered. The orientation of the cover along the top is going to be dependent on the direction the shelter is facing to take maximum advantage of the shade opportunity.

Commissioner McCall stated she likes the design very much; there is plenty of space from the sidewalk to the bench. She stated it looks very strong and sturdy and asked if the man standing in front of the bench was a statue. Ms. Korf stated the man and the trees were there to give an indication of scale.

Chairman Melnychenko stated the sides need to be sheltered from the sun and asked if something could be constructed to add shade. Ms. Korf stated depending on the orientation of the sun, there might need to be some type of panel added for shade. Chairman Melnychenko asked if the material for the bench is metal. Ms. Korf stated the materials to be used for the bench are cast concrete and the remaining portion is going to be largely cor-ten steel.

## **6. REGIONAL TRANSPORTATION PLAN UPDATE**

Dave Meinhart, Transportation Planning Director gave an update on arterial roadway segments in the proposed Regional Transportation Plan (RTP).

Brief background on the process:

- A ½ cent sales tax is currently collected county wide for transportation improvements that expires the end of 2005.
- In November 2003 MAG adopted a RTP to be implemented if the sales tax is extended in the November 2004 election.
- Projects are divided into three areas to be funded by the plan; each segment is firewalled:
  1. Freeways
  2. Transit operations and facilities
  3. Arterial roadways

The arterial roadway projects in Phase I (2006-2010) that directly affect Scottsdale residents are:

1. The Pima Freeway north frontage road from the Pima/Princess interchange to Scottsdale Road (\$27.3M).
  - This project includes two westbound lanes.
  - A key part of the project will be the drainage system. There is significant off-site flow from the north to the freeway corridor currently passing through a series of very large box culverts. The details of this design will be developed jointly with ADOT.
  - A bike lane and a sidewalk with streetlights will be included.
  - A potential underpass at Miller Road is in a later phase.

2. The Pima Freeway south frontage road from Hayden to Pima/Princess (\$16.3M).
  - This project is two eastbound lanes with some possible modifications near Union Hills. Instead of being behind the Perimeter Center it may be on the Perimeter Drive alignment.
  - This project could have significant drainage issues due to the water coming under the freeway from the north to the south side.
  - A bike lane and sidewalks with streetlights are planned.
3. The third project is actually part of the Salt River Pima Maricopa Indian Community (SRPMIC). Pima Road improvements from the 90<sup>th</sup> Street interchange on the north to McDowell Road, which is Scottsdale's southern boundary (\$36M).
  - This would expand Pima Road from two to four lanes in this section.
  - Some regional drainage improvements for the Granite Reef watershed may also be included in this corridor.
  - The project is expected to include bike lanes, landscaped medians, new turn lanes at intersections and driveways, a sidewalk on the east side of Pima Road, Intelligent Transportation System components and streetlights.

Staff has been meeting with the Salt River Pima Maricopa Indian Community on a monthly basis to discuss the Pima Road corridor. The city is working with SRPMIC to develop the scope for a master plan and will work through the design process together.

The two projects in Phase II (2011-2015) are:

1. Expanding Scottsdale Road from Thompson Peak Parkway north to Happy Valley from four to six lanes (\$15.7M). Bike lanes, sidewalks with streetlights, landscape medians, Intelligent Transportation System (ITS) components and new turn lanes are included. MAG has been asked to consider moving this project to Phase I. There is funding in the five-year plan to be adopted by Council next month for the segment from Thompson Peak to Pinnacle Peak.
2. Pima Road Corridor the first segment is from Deer Valley to Happy Valley expanding from four to six lanes and the second segment is Dynamite to Cave Creek expanding from two to four lanes (\$97.7M).

In Phase III (2016-2020) the projects are:

1. Scottsdale Airport Tunnel (\$82.4M).
2. The Miller/Freeway underpass (\$16.4M).
3. Expanding Pima Road from Happy Valley to Dynamite to six lanes filling in the gap between the other projects in Phase II (\$27.9M).
4. Scottsdale Road from Happy Valley to Carefree Highway expanding to six lanes. (\$33.4M)
5. Carefree Highway from Cave Creek Road to Scottsdale Road expanding from two lanes to four lanes (\$11M).

In Phase IV (2021-2015) the two projects are:

1. Shea Boulevard from the Pima Freeway to State Route 87, the Beeline Highway, in Fountain Hills (\$27.3M). Capacity enhancements including turn lanes at intersections, as well as bike lanes, a multi-use path on the south side and a better sidewalk system on the north side, making it more pedestrian friendly.  
Shea Boulevard from the 101 to Via Linda is being proposed to move into Phase I. Intersection improvements are under design at 90<sup>th</sup> and 92<sup>nd</sup> Streets, 96<sup>th</sup> Street improvements are ready to go out to bid and a contract for Via Linda intersection turn lane improvements has just been approved by Council.
2. Union Hills Drive from Hayden Road to Pima Road (\$16M). This project would be tied into the work currently being done on Center Drive coming out of the Stacked 40's project over to Hayden Road. This would then tie into Pima Road.

A summary of RTP funding for Scottsdale arterial roadway projects:

In Phase I there is about \$56M of regional money, of which about ½ is for the Pima Road Corridor.

The regional funding for Phase II is about \$79M.

Phase III is the largest budget, with \$130M of regional funds.

The regional funding for Phase IV is about \$30M.

The RTP 20-year plan for Scottsdale area roadway improvements includes \$285M regional funding and \$122M in local contributions. This is based on the concept of 70% regional funds and 30% local matching funds for each project.

Commissioner McCall asked if the Stacked 40's plan was at Union Hills. Mr. Meinhart stated the Stacked 40's project boundaries are Mayo Boulevard/Union Hills on the south, Thompson Peak Parkway on the north, Scottsdale Road on the west and an imaginary line for 74<sup>th</sup> Street on the east; it is ¼ mile wide and approximately one mile long. Lund Cadillac is developing the land south of the freeway, and the land north of the freeway is being developed by DMB Development Group. Commissioner McCall asked if the frontage roads referred to earlier are to accommodate the Stacked 40's project. Mr. Meinhart stated the north frontage road is to provide improved access to both the Stacked 40's and the Crossroads East development, which is currently owned by the state of Arizona. These projects have been master planned for a combination of residential, commercial and other office and industrial uses.

Commissioner McCall asked why the Pima Road expansions from Deer Valley to Happy Valley and Dynamite to Cave Creek are scheduled for Phase II and the segment between is scheduled for Phase III. Mr. Meinhart stated Pima from Deer Valley north to Happy Valley is expanding to six lanes in the near future in Phase II. There are four lanes from Happy Valley as far north as Dynamite right now that can be expanded to six lanes in Phase III if necessary.

Commissioner McCall asked about public support on this plan. Mr. Meinhart stated the November vote would determine that. The plan itself went through the MAG process and was approved by a 34-0 vote. The funding concept to make the plan happen was approved by the state legislature. It was approved, recommended and the bill signed by the governor authorizing the election. Commissioner McCall asked if there would be public forums. Mr. Meinhart stated there would be significant public outreach and information provided as part of this plan. There has been some outreach to date and there will be more as the election becomes closer; MAG has been working on some educational literature. Preliminary research shows support for the program. Ms. O'Connor added the RTP basically took elements from regional studies that MAG had prepared or local transportation plans prepared by valley communities. The plan is designed to meet the needs specifically identified for each community. In Scottsdale there is mix across all three modes: freeways, arterial streets and transit. There will continue to be public outreach, as we get closer to November to supplement what was done by MAG during the transportation planning process to develop this plan.

Commissioner Hill asked if the commission would be receiving more briefings in the coming months on this issue. Mr. Meinhart stated the transit operations and facilities section would be covered in next month's meeting. Commissioner Hill asked to what extent the city would try to educate voters on the issue; and wants the commission to be armed with accurate, factual information as the community prepares for this election. Ms. O'Connor stated the staff is in a position to act as a resource from an education perspective. The commission has a different role; they are not employed by the city but appointed by the city council. Ms. O'Connor suggested after the transit presentation at next month's commission there should be a wrap-up at the following meeting to put these presentations into context; not only as how they apply to Scottsdale, but how Scottsdale's projects apply to the rest of the regional plan.

Commissioner Johnson asked if the north and south frontage roads project are in conjunction with the Loop 101 up to Hualapai, the Pima Road project. Mr. Meinhart stated the timeline for these projects would be after the Pima Road project, as it is under design and should be ready for construction in 2005.

Regional funding for the frontage road projects does not become available until at least the middle of 2006. The existing sales tax that goes primarily for freeways does not expire until the end of 2005. If the vote is successful to extend that tax in November, the revenue would go into this new program. MAG representatives have said that the earliest any money would be available is March or April 2006. There is money in Scottsdale's five-year plan for the north frontage road from Hayden west to Scottsdale Road. It's in the design phase, and staff is working with ADOT to build a frontage road tying into the existing freeway.

Commissioner Johnson asked if in the planning or design on the frontage roads if there are any lanes or right-of-ways for public transportation. Mr. Meinhart stated there are not any separate facilities for transit; but a Park and Ride facility is being planned between the Scottsdale and Pima/Princess interchange to tie into express bus routes that use the freeway system. The freeway will have HOV lanes added for people wanting to ride the bus and save time on their commute. Transit is part of the whole regional program and the frontage road helps to provide better access for Park and Ride facilities.

Commissioner Johnson asked the Commission be given a schedule for the public outreach meetings so they could attend and thought it had helped in the past when they attended those meetings. Mr. Meinhart stated the Commission will be notified when public meetings are scheduled.

Vice Chair Gilliland asked if the city has pledged their support to this plan and wanted to know if the new council will address this issue. Ms. O'Connor stated city departments would be updating the new council members on various issues that will come before them including this one. It is part of staff's job to provide education internally as well as externally.

Vice Chair Gilliland asked if there has been any developments or decisions made between MAG and the city, county or state regarding funding and who has control over which projects. Mr. Meinhart stated there are monthly meetings with MAG on the roadway program; ADOT will manage the freeway program. On the transit side, there is going to be a mix of both regional and local funds. Local governments will take the lead on roadway projects and go through the MAG review process making sure there is a consistent level of analysis done from community to community before moving into the final design and construction on these projects. The money will be allocated and distributed to the cities to manage and construct the projects. Vice Chair Gilliland asked if this included the freeway frontage roads. Mr. Meinhart stated it does because they are part of the arterial roadway program.

Vice Chair Gilliland asked if the Salt River Pima Maricopa Indian Community (SRPMIC) was interested in improving Pima Road and working with the city on that development, the freeway interchanges and arterial roads. Mr. Meinhart stated there are monthly meetings with the SRPMIC representatives to discuss those issues. The first step is coming to an agreement on developing a final master plan for roadway improvements, multi-modal improvements, access management and other issues. They are very interested in getting Pima Road improved making sure there is good access on both sides of the commercial development planned for that corridor. Pima Road will probably be improved to four lanes. Vice Chair Gilliland asked for the commission to be updated as these meetings progress.

Vice Chair Gilliland asked about having to close Shea Boulevard for emergencies and creating an alternate emergency route through Scottsdale to Fountain Hills. Mr. Porell stated the Fountain Hills Town Manager has met with Scottsdale's transportation staff and initiated dialogue necessary to come up with an emergency barricading program for the portion of Shea from 136<sup>th</sup> Street to Palisades Boulevard in Fountain Hills. Staff is currently in the process of drafting a memorandum of understanding between the City of Scottsdale and the Town of Fountain Hills on a program that would allow two-way traffic to operate on half of the current six-lane roadway in emergency situations. Detailed discussions are currently going on with Fountain Hills staff to provide that connection during emergencies. Vice Chair Gilliland asked for information to be brought to the commission as progress is made.

Chairman Melnychenko stated he thought improving Pima Road to four lanes, as a relief valve for the freeway, is important for Scottsdale, as well as access to the commercial development between the two roadways. Chairman Melnychenko stated Scottsdale Road between Thompson Peak and Happy Valley is a scenic roadway and wanted to know if widening changed the street classification. Mr. Meinhart stated it would not. The scenic corridor designation is in place whether it is a two, four or six lane roadway. The scenic corridor designation is for landowners who front onto Scottsdale Road. They have 100' foot setback requirements from the road right-of-way, which is typically 150' wide from one side to the other.

## **7. FY 04/05 PROPOSED BUDGET**

Transportation General Manager, Mary O'Connor, stated that the City Council has been going through an extensive citizen outreach process to develop the FY 04/05 budget. The Council Budget Subcommittee has met repeatedly to go over the various budget sections within the city. There were questions about specific projects, and when the bicycle/pedestrian planner position would be filled. Interviews will happen in the next two weeks to fill that position.

Ms. O'Connor summarized the data provided to the Commission on the operating and capital budgets for the Transportation Department prior to Council adoption of the budget in June:

- The proposed operating budget is \$11.7M for the transportation department including aviation.
- The operating budget increases only 2% over the prior year, in part due to some staff reassignments to other departments as well as limited growth in transit contracts, which is less than inflation.
- Forty percent of the two-tenths sales tax collections in Scottsdale for 04/05 will again be transferred into the operating budget for transportation.
- Transit contracts and Cab Connection are funded at the same level as last year, with allowance for 5% inflation in contractual costs.
- Transit contracts represent 62% of transportation's proposed operating budget.
- Transportation is in the middle of a reorganization that began about a year ago and will be completed in the next month and a half, at least the initial phase, with a subsequent set of issues we would address if the ½ cent sales tax passes.
- One new position was added for the next budget year to the Traffic Engineering Division and that is another Traffic Engineer position, which we will be able to fill in July.
- The proposed FY 04/05 capital budget is \$51.8M, a combined total that includes aviation projects.
- The proposed total 5-year transportation capital budget (the commission was briefed by Mr. Meinhart in February 2004) is \$292M.
- Passage of the proposed countywide ½ cent sales tax extension could result in revisions to the city's transportation operating and capital budgets.

Ms. O'Connor stated transportation has approximately 36 staff members in the department, which is down approximately 10 positions from two years ago due to some reassignments of programs to other departments within the city. The addition of the traffic engineering position next fiscal year will be used for additional support for traffic calming programs. Other programs will be discussed at a later meeting.

Commissioner Hill inquired about the phrase in Ms. O'Connor's presentation, 'limited growth in transit contracts' and wanted to know what limits it and what are the limitations. Ms. O'Connor stated she did not prepare the budget and stepped in rather late into the process. It allows for a slight increase in the trolley services primarily to address the re-bid of the trolley contract that is happening now; and no transit services will be eliminated. Next year, if the ½ cent sales tax extension passes, that doubles the transit program and the amount of transit funding for Scottsdale. If that doesn't happen, it will give us next year to build and plan without adding new services. A service we would like to add with the opening of the Senior Center on the old Smitty's site would be a transit circulator to serve that area and connect it to downtown. That is not expected to occur within the next fiscal year. Primarily, limits are conservatism

about the budget due to prior year conditions and basically somewhat a waiting period depending on what happens regionally.

Commissioner Hill asked about the transit-funding portion of the 20-year sales tax extension. Roadway funding is planned out in phases; and he wanted to know about the flow of monies in the transit arena and specifically how soon they could be applied toward bus transit in our community. Ms. O'Connor stated the transit program in the RTP plan is also parceled out in phases. Staff has been working with RPTA to understand which bus routes happen in which year of the phases. We have the opportunity to try to move projects up that meet our needs, but generally that will require us to advance funding. At the next meeting we will present the phasing of the various transit projects. In each five-year period is a series of bus services that would add improved frequency and hours on existing routes, new express services and regional funding for regional services allowing us to program more dollars into local services such as circulators and trolleys.

Commissioner Hill asked should the tax extension pass, can Scottsdale respond flexibly to build transit services around new development at Los Arcos to make Los Arcos either the heart of our community or one of the vital organs. Ms. O'Connor stated the plan for Scottsdale's transit portion of the RTP includes bus rapid transit service on Scottsdale Road in response to the major investment study effort that was conducted between Scottsdale and Tempe. In Tempe the RTP shows a 2½ mile light rail segment on Scottsdale Road basically connecting to the center of the Phoenix light rail line. In Scottsdale we have a bus rapid transit connection to that in either the first or second five-year segment; we'll confirm this at our next meeting. That service could be considered for acceleration based on what is happening in that area.

Commissioner Johnson stated history tells us when there is a tremendous rise in fuel costs they never go back, they might decrease but never back to the level they were. Commissioner Johnson wants Scottsdale to develop a contingency plan for public transportation; the sales tax extension would give us additional funding, but if that does not happen, there is still a need for public transportation. Ms. O'Connor stated with the increase in gas prices, communities across the valley almost regardless of their level of current transit service have experienced a lot of interest in the availability of transit services. A contingency plan does need to be developed as to how to expand transit services. We are looking forward to serving new community facilities and new developments, particularly in the southern portion of Scottsdale. Ms. O'Connor stated staff would come back with a contingency plan.

Vice Chair Gilliland asked about the reorganization. Ms. O'Connor stated the reorganization under then Transportation General Manager John Little began partially in response to the reassignment of about eight positions due to a study of public works functions in Scottsdale. As a result of that study the Stormwater and Transportation Capital Planning functions moved over to the Municipal Services department. Two positions also went to The Downtown Group. We are now redefining our roles and looking at ways to fill vacancies. There are three vacant positions that we want to refocus. For example, a Graphics Designer will be changing into a planner position. We have an opportunity to take a fresh look at where the department has been, where it is going, and ways to provide the best use of the staff resources available making sure the community's needs are met.

Commissioner Hill stated he wants the commission to be clear that this is an extension of an existing tax and not a new tax. It has allowed our community and this valley to see marked improvement in transportation systems of all types over the last 20 years. Ms. O'Connor agreed.

## **8. TRANSPORTATION PROJECT UPDATE**

Traffic Engineering Director, Paul Porell, stated some of the major activities currently occurring in the Traffic Engineering division are:

1. Scottsdale has several successful traffic calming projects in various neighborhoods throughout the city with a capital improvement budget of approximately \$.5M to continue the program. One of the more active projects at present is on Mountain View in the area of Scottsdale Ranch. This

particular project has generated a significant amount of community interest and staff is addressing that interest by a public outreach effort in the Scottsdale Ranch/Stonegate area and other nearby neighborhoods. This public outreach effort is a significant element of traffic calming. A more detailed presentation will be brought to the Commission in future months addressing this area.

2. There are ongoing monthly meetings between Scottsdale and SRPMIC concerning the Pima Road improvement program. The focus of the initial effort is to perform master planning along that corridor from McDowell up to approximately 90<sup>th</sup> Street. The funding for that master planning effort could potentially be the \$2M set-aside that ADOT has made for design and construction on Pima Road. In agreement with the SRPMIC, the use of that money would give a good jump-start identifying the transportation needs there.
3. A transportation study is underway for the entertainment district in the northeast quadrant of downtown. There is a capital project for streetscape in that area of downtown. Before that streetscape design takes place; access, circulation, parking, operational issues concerning valet, taxicabs and buses will be reviewed.
4. A coordination effort between Scottsdale and Fountain Hills is addressing future potential closures associated with emergency responses along Shea Boulevard. There is no alternate route in the mile between the two communities from 136<sup>th</sup> to 142<sup>nd</sup> Street. Shea is three lanes in each direction with a median island that does not have any breaks in it. Providing emergency barricading along that roadway would allow two-way traffic. It will be necessary to identify several locations where median crossovers could be constructed. These would be reserved areas used only in emergency situations to cross traffic from one side of the roadway to the other, shortening the barricading needed in these types of instances.
5. Through weekly meetings, staff is coordinating with ADOT on the quiet pavement project along Loop 101 to help in identifying the appropriate detour routing. Signal-timing changes have been made by traffic engineering staff to accommodate the heavy traffic diverted to city streets during the paving operations. Traffic Engineering provided a lot of information to residents to avoid detours during the rubberization process. The upcoming weekend will complete the quiet paving project from Loop 202 up to 90<sup>th</sup> Street. ADOT has selected the contractor to complete the project from Frank Lloyd Wright to Scottsdale Road scheduled in the fall.
6. The ITS deployment strategic plan identifies the basic framework for ITS in the City of Scottsdale which is posted on the city's webpage. There have been significant completions of major elements of the ITS program. Fiber optic cable has recently been installed along Loop 101 from 90<sup>th</sup> Street to Scottsdale Road. When completed this will connect some of the major arterial roadways that intersect Loop 101 to our camera system with variable message signs to advise motorists of freeway conditions. Another element is the change over of the software system that operates our closed circuit camera equipment. We have piggybacked onto an ADOT program allowing us to zoom in on incidences much more efficiently, and also reconnected with the ADOT traffic operations center to access ADOT freeway cameras throughout the region.

Commissioner McCall asked about the money from ADOT to fund Pima Road and wanted to know if that was the same money and project talked about before. Mr. Porell stated it was not, the \$2M from ADOT is an identified allotment made in the late 80's or early 90's. It was set aside at that time and been reserved for making improvements on Pima Road. The project on Pima Road discussed earlier is an element of the RTP, an arterial upgrade to four lanes. The \$2M available now is basically the money for the early planning of that improvement.

Chairman Melnychenko asked about traffic calming projects. He stated there seemed to be a delicate balance between traffic calming and being a hindrance. It becomes almost problematic zigzagging and hopes staff would really take that into consideration on the Mountain View project. Mr. Porell stated the traffic-calming program in Scottsdale has proven to be successful. The amount of traffic exceeding the posted speed limit has been reduced without making a big reduction in the average speed. The devices implemented have proven to be successful. Chairman Melnychenko asked if lane widths were looked at first. Mr. Porell stated there is a whole toolbox so each project has to be looked at on a case-by-case



basis. It is then decided whether to use roundabouts, median islands, speed tables or other measures as appropriate for each location.

Chairman Melnychenko asked for a performance update on the Chaparral Road improvements and if there was documentation on how it was working. Mr. Porell stated there have been before and after studies completed for several traffic calming installations, and cannot say whether Chaparral has been surveyed since its implementation. Chairman Melnychenko asked staff to present that information to the commission. Ms. O'Connor stated it would be presented at a future meeting.

Vice Chair Gilliland asked if the traffic-calming project on Mountain View would require an action on the commission's part. Ms. O'Connor stated the internal procedure on traffic calming right now does not require an action by the commission. For this project, an expanded community outreach process via our website, focused meetings with residents, and public meetings will be happening later this summer. After those efforts are concluded, a report will be made to the commission. Vice Chair stated in the past, the commission has been involved in traffic calming, particularly Chaparral Road and he was trying to get a feel of what the commission will be involved in. Ms. O'Connor stated that commission involvement is helpful and staff will come back to the commission after the public meetings scheduled for late August.

Commissioner Hill asked if the City Council would make the final decision as to what happens on Mountain View. Mr. Porell responded if the Mountain View project concludes with the need for capital improvement, the council would make the final decision on construction. Ms. O'Connor noted that would be after the first public meeting in August to hear citizens concerns. In between the two is when we would come to the commission with a presentation. Commissioner Hill asked in that context of this commission's charter role as advisors to the city council on transportation issues, would it be appropriate for the commission to take a position on that.

Vice Chair Gilliland stated with several new commission members the charter would be a good item to review to refresh the commission's memories on what they can anticipate. The charter review would be helpful to give the commission structure and common ground.

## **9. COMMISSIONER COMMENTS**

Chairman Melnychenko stated it has been a pleasure working with the commission and staff over the past few years. Chairman Melnychenko added he would continue to do whatever he can to help and be an advocate for public transportation and improvements in Scottsdale.

Commissioner Johnson would like for the General Manager and Mr. Porell to have a presentation in June on how many, when and where bus shelters will be erected. Commissioner Johnson stated it had been a pleasure working with Chairman Melnychenko and wished him luck.

Chairman Melnychenko passed the gavel to Vice Chair Gilliland.

Commissioner Hill thanked Chairman Melnychenko for his service, stated he had filled the role very well; and congratulated Vice Chair Gilliland on ascending to the position of Chairman.

## **10. GENERAL MANAGER COMMENTS**

Ms. O'Connor repeated the items the commission wants to have agendaized at future meetings:

- Election of a vice chair.
- An update on the transportation department reorganization.
- Presentation on the transit element of the RTP as well as a potential contingency plan for public transit improvements.
- A report on bus shelters. Ms. O'Connor stated there are 60 bus shelters being installed between now and November. There is a list of locations and priorities for those and they will be in the next packet.
- A presentation by MAG staff and city staff to put the RTP and ½ cent sales tax extension into context.
- A presentation on Mountain View traffic calming after public meetings to be held in late August.
- A presentation on the interactions with SRPMIC with regard to our shared borders.
- A presentation on Shea Boulevard and dealings with Fountain Hills on emergency response in that area.
- Presentation on the commission charter.

Ms. O'Connor stated if there were other items you want staff to address, please e-mail or call the Commission Coordinator or the General Manager.

Ms. O'Connor thanked Chairman Melnychenko for his tenure and thanked all Commissioners for their support, information and advice as transportation staff moves forward on issues that need to be addressed.

## **11. ADJOURNMENT**

**COMMISSIONER JOHNSON MOVED TO ADJOURN THE TRANSPORTATION REGULAR MEETING AT 7:29 P.M. COMMISSIONER HILL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 5-0.**

Respectfully submitted,

Harriett Fortner  
Recording Secretary